

PRESIDENT: The Legislature will please come to order.  
Record your presence.

CLERK: Mr. President, Senator Simon and Senator Dworak would like to be excused until they arrive. Senator Rasmussen until he arrives.

PRESIDENT: Have you all recorded your presence? Record.

CLERK: Quorum present, Mr. President.

PRESIDENT: LB 961. We have in the south balcony six seniors and two teachers from the E.B.C.E., Experienced Base Career Education, Lincoln Public Schools. They are in Senator Maxey's district and that's Senator Maxey herself waving in the south balcony. According to our agenda we take up number eight, resolutions, not to exceed fifteen minutes. LR 180.

CLERK: (Read LR 180.) That, Mr. President, is offered by Senator Kremer. It may be found on page 1246 of the Legislative Journal.

SENATOR SAVAGE PRESIDING

SENATOR SAVAGE: The Chair recognizes Senator Kremer.

SENATOR KREMER: Mr. Chairman, and members of the Legislature, this resolution is not original with me. I'll level with you. It was brought to me by the regional representative of the Motor Vehicle Manufacturing Association of America namely those that manufacture automobiles and they have a real problem. I've put together some of the reasons after visiting with this gentleman for quite some time, he satisfied me that we ought to take action in the way of this resolution. First of all I want to alert you that in December of 1977 the National Highway Traffic Safety Administration real suddenly issued fuel standards for units and there's about 16% of all units sold in the United States are the light pickup trucks and vans. Now this directive asserts itself to this type of a vehicle and they go on to say that by 1980 and 1981 the industry has to come out with a vehicle in this weight's area that improves itself only about 25% in fuel consumption savings. Now the effect of these standards is going to have a rather severe or a negative impact on the market place. Now Nebraska probably is more severely impacted by this directive than most of the states in that we are agricultural oriented. Our farmers and businessmen too will either be forced to buy units that weigh more than eight thousand five hundred pounds or they're going to have to go to a heavier vehicle because the industry maintains that they cannot with the lead time that they have come out with a type of motor that will see an improvement of 25% in fuel savings. There are technological problems. The manufacturers here argue that only about six months lead time to submit their units for certification and it's important. That's something like giving a, using an illustration, giving a heavy weight boxer about two months time to train for his fight. Nearly all of our Nebraska dealers are affected because they sell vans and light weight pickup trucks, both two and four wheel drives. Smaller dealers throughout Nebraska are going to be especially affected. The International Harvester Company that does manufacture this type of vehicle has already testified that they simply have to get out of the market because they cannot comply.